

Message Text

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ACTION EUR-12

INFO OCT-01 ISO-00 CIAE-00 DODE-00 PM-05 H-01 INR-07
L-03 NSAE-00 NSC-05 PA-01 PRS-01 SP-02 SS-15
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C O N F I D E N T I A L USBERLIN 1903

E.O.11652: XGDS-1
TAGS: PGOV, ELTN, US, UK, UR, FR, WB, GW, GE
SUBJECT: REICHSBAHN TARIFF INCREASE FOR ALLIED MILITARY TRAINS

REF: (A) BONN 10839 DTG 291451Z JUN 77, (B) USBERLIN 1504 DTG
031530Z JUN 77, (C) BONN 11564 DTG 131626Z JUL 77

1. BRITISH POLAD GLADSTONE CALLED ON TYUTYUNOV ON 15 JULY 59
DELIVER THE AGREED ALLIED REPLY TO THE SOVIET DEMARCHE OF
5 APRIL (TEXT IS IN PARA 4, REF A). WHEN HE READ IT OUT
TYUTYUNOV MADE AN OBVIOUSLY REHEARSED SPEECH IN REPLY. HE
SAID THAT THIS WAS AN IMPORTANT COMMUNICATION WHICH DESERVED
STUDY BY THE SOVIET SIDE. HE NOTED WITH SATISFACTION THAT
THE 3 POWERS HAD REACTED POSITIVELY TO THE SOVIET PROPOSALS
SO THE THE QUESTION OF TARIFFS FOR RAIL TRANSPORT OF MILITARY
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FREIGHT COULD BE TACKLED IN A CONSTRUCTIVE ATMOSPHERE BY THE
AUTHORITIES DIRECTLY CONCERNED, I.E., THE REICHSBAHN AND THE
BUNDESBahn. IF HE UNDERSTOOD THE ALLIED COMMUNICATION
CORRECTLY, IT WAS NOW UP TO THESE TWO AGENCIES TO ENTER
INTO TECHNICAL DISCUSSIONS WITH A VIEW TO FINDING A PRACTICAL
SOLUTION, AND ONE WHICH WOULD RESULT IN AN INCREASED TARIFF.

HE ASKED WHEN TALKS BETWEEN THE RAILWAY ADMINISTRATIONS COULD BEGIN AND HOW LONG THEY WOULD LAST.

2. GLADSTONE SAID THAT HE WAS DELIGHTED THAT THE SOVIET SIDE APPEARED TO HAVE APPRECIATED THE HELPFUL NATURE OF OUR RESPONSE. GLADSTONE SAID HE WAS SURE THAT TECHNICAL DISCUSSIONS COULD BEGIN SHORTLY. AS TO HOW LONG THEY WOULD LAST, HE COULD NOT SAY. TYUTYUNOV SAID HE WOULD INFORM THE COMPETENT GDR AUTHORITIES THAT DISCUSSIONS COULD NOW BEGIN.

HE THOUGHT IT WOULD BE WRONG FOR THE 4 POWERS TO ENGAGE IN LENGTHY DISCUSSION OF THIS SUBJECT THEMSELVES: IT SHOULD BE LEFT TO THE TWO GERMAN SIDES TO GET ON WITH IT. ON A PERSONAL BASIS, HE ASKED IF THE ALLIES COULD PRESS THE BUNDESBahn TO ENTER INTO DISCUSSIONS WITHOUT DELAY. HE SAID IT WOULD BE VERY AWKWARD FOR THE RUSSIANS IF THE DISCUSSIONS DRAGGED ON FOR 6 MONTHS OR SO.

3. GLADSTONE THEN MADE THE AGREED ORAL POINTS THAT THE TWO RAILWAYS WILL HAVE NO MANDATE TO DISCUSS CHANGES IN THE PATTERN OF PAYMENTS, PARTICULARLY WITH RESPECT TO PASSENGER TRAINS, AND THAT THE PRESENT GROUND RULES ARE PART OF THE QUADRIPARTITE INFRA STRUCTURE AND IT WOULD BE BETTER NOT TO TAMPER WITH THEM (REF B). GLADSTONE ADDED HE COULD SEE NO REASON FOR DELAY. AFTER A BRIEF DISCUSSION OF THE TECHNICAL BASIS ON WHICH PAYMENTS WERE CURRENTLY MADE, TYUTYUNOV WOUND UP BY SAYING THAT THE 4 POWERS WERE DOING CONFIDENTIAL

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THE RIGHT THING BY REMITTING THE QUESTION TO THE RAILWAY AUTHORITIES AND THEY SHOULD NOT DISCUSS DETAILS THEMSELVES.

4. THE WAY NOW SEEMS CLEAR FOR THE FRG TO SEND A NOTE TO THE BUNDESBahn AND FOR TECHNICAL DISCUSSIONS TO BEGIN.

5. GLADSTONE COMMENTS THAT IT IS AT FIRST SIGHT CURIOUS THAT THE RUSSIANS SHOULD BE SO APPRECIATIVE OF WHAT IS IN PRACTICE A RELATIVELY UNFORTHCOMING ALLIED REPLY. THE GDR AUTHORITIES MAY NOT BE SO PLEASED, BUT TYUTYUNOV GAVE THE IMPRESSION THAT HIS CHIEF CONCERN WAS TO GET THEM OFF HIS EMBASSY'S BACK AND THAT ALLIED READINESS TO CONCEDE EVEN THE POSSIBILITY OF A TARIFF INCREASE WAS SUFFICIENT FOR HIS PURPOSE.

6. WE THINK TYUTYUNOV MAY SIMPLY NOT BE AWARE THAT THE LION'S SHARE OF THE ALLIED RAIL TRAFFIC CONSISTS OF PASSENGER TRAINS, WHICH HAVE BEEN EXCLUDED FROM CONSIDERATION. IN FACT, MOST FREIGHT COMES IN WITH ALLIED PASSENGER TRAINS BECAUSE VIRTUALLY EVERY ONE ALSO HAULS FREIGHT CARS. PAYMENTS FOR THE U.S. FREIGHT TRAINS AMOUNTED TO ABOUT DM 420,000

LAST YEAR. IF THE PAYMENT HAD BEEN MADE AT THE RATE DESIRED BY THE REICHSBAHN (RB), IT WOULD HAVE BEEN ABOUT DM 1,700,000. IF U.S. PASSENGER TRAIN TARIFFS WERE ALSO RAISED TO THE LEVEL SOUGHT BY THE RB, AN ADDITIONAL DM 3,800,000 WOULD BE PAID, FOR A TOTAL OF BETWEEN DM 5 AND 6 MILLION. AS MATTERS STAND NOW THE RB WILL ONLY GET ABOUT BETWEEN ONE-THIRD OR ONE-FOURTH OF THIS, BUT THAT AMOUNT WILL REPRESENT ABOUT A FOURFOLD INCREASE OVER THE PRESENT PAYMENT.

7. USCOB CONCURS. GOERGE

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*** Current Handling Restrictions *** n/a

*** Current Classification *** CONFIDENTIAL

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